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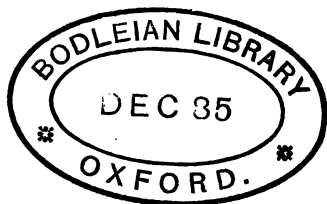


ROWING,  
STEERING, & COACHING  
ON THE CAM.

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CAMBRIDGE :  
E. JOHNSON, 30, TRINITY STREET.

1881.



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## PREFACE.

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MOST men go into residence at Cambridge in the October term. No man, however hard he reads, thinks of working in the afternoon—that part of the day is always devoted to exercise and amusement. The question arises, What is he to do in his afternoons? If he is a good cricketer only, he must wait for the May term. If he is very good at football, he may get into his college team and play, say, five times a fortnight. If he is only moderately good, the only choice left is, either to go in for rowing, or to play some very uninteresting games of football on Parker's piece, with a lot of men whom he has never seen before.

Failing these, he must become a "loafer." Therefore, to all those who are not enamoured of football we strongly recommend rowing. It is very useful, and very pleasant, to know how to row a little; it is

very good exercise, and, if you stick to it, it is pretty sure to bring you into the society of the really best (not fastest) set in the College. It is true that if you want to go in for it thoroughly you must give up every afternoon to it, but on the other hand it keeps you in good exercise and health, gives you pleasant society, is inexpensive, and keeps you from loafing, which only too often degenerates into something worse.

Apart from the good bodily exercise, you will find it no mean mental training; it cultivates your powers of observation and endurance, and develops unselfishness. In cricket, football, and other games, a man too often plays for himself. In rowing, the best oar is the man who rows for the boat. Whatever *κῆδος* is gained comes to the boat collectively and not individually. Again, if you are ambitious, in almost every college a first-boat-man has quite as much *prestige*, and generally more, than a man in the Eleven or football team. Lastly, there is no "pot-hunting" about it. Of course, pots are given, but they are not very numerous, nor very valuable; but the honour and glory is considerable. Therefore, to all Freshmen we say "Incumbite remis."

## INTRODUCTION.



THIS little book has been written with the following objects. To most men when they come to Cambridge scientific rowing is an utter novelty. Those who intend to go in for rowing naturally want to acquire some idea of the theory before they begin to practise. Those who do not mean to take to rowing may be glad to know something of a subject which must be a prominent one in all University society.

Rowing is here treated of in an elementary and popular way, suitable to beginners in the art, and in quite plain language, such as a coach would use in a tub or from the bank.

A chapter has been inserted on coxing. Coxes, as a rule, get very little instruction, partly because the coaches neglect them, and partly because many coaches know very little about coxing themselves.

How should they, when they have hardly ever steered an eight? A few words of advice will be found on rowing on slides, because many men like to scull, or go on slides, without having been able to get any instruction on the point.

A few hints are given on coaching, which may be of service to those who have had no experience in teaching rowing. Lastly, there is a list of some technical boating terms in use on the Cam, with explanations appended.



## ROWING.

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**T**HE first thing to do is to get your boating uniform. Almost any tailor in Cambridge will supply you with this, but many colleges employ one particular tailor with a view to secure an uniformity of shade in the colours. The things that you will want are as follows:—1, a Blazer; 2, a Zephyr; 3, a Sweater; 4, a pair of Canvas Shoes; 5, a Comforter or Scarf; 6, a Cap; 7, a pair of Flannel Trousers, with a wash-leather seat to them. Some colleges have trousers of a peculiar pattern, *e.g.*, Trinity, St. John's, Pembroke, and Sidney; but of course the tailor will know all about that.

About a week after you have been up, you will probably see your name up on the screens "to be tubbed" at a certain time.

Be punctual at the boathouse, as it is very annoying to your preceptor to have to wait, and it throws out all the arrangements for the afternoon. Moreover, fines are inflicted for unpunctuality.

Now for the tubbing. When the gentleman, whom we will call the "Tubber," sees two Freshmen whom he has to instruct, he generally asks, "Have you rowed

before?" If you have really had some proper teaching in the art, of course tell him about it; if not, say "No," or you may raise expectations which will not be realized. If he receives a negative answer from both, the Tubber generally asks the lighter man of the two to take bow. Bow then gets in, and when he is seated stroke follows.

Now all the directions that follow would probably be given you by the Tubber, but it is as well to know something about it beforehand, and also you may like to practise by yourself.

When you sit down, get your stretcher fixed to the right length—that is, so that when you are sitting on the edge of your seat nearest the stretcher you can get your legs rigidly straight. To get your stretcher right is a great point. Having observed this, see that you are "opposite your work"—that is, that you are exactly opposite the space on the stretcher between your feet in the straps. There is a brass catch on the stretcher which confines the strap. This will guide you. Tighten up the strap so that it will support your feet on the stretcher. Now that you are comfortably and firmly seated, get your oar out, having first loosened two or three of the top buttons of your trousers to give you freedom. Mind you take the proper oar. You will soon be able to tell the difference; but a simple guide is to observe that there is a row of tacks on the upper side of the leather of the oar as it lies in the rowlock. Now catch hold of your oar, with your outside hand quite at this end, and the inside hand about five or six inches lower down. Grip the oar firmly, especially with the outside hand. It is one of the hardest things to learn, that holding on with the outside hand; it takes time to master; some men can never do it, but you must try your best.

It must be understood that this difficulty is experienced at the end of the stroke, of which more anon.

Now come forward. Let your body swing from the hips, mind that, not from the middle of the back, and bring your body forward with your back straight until you feel that you can go no further forward without letting your back go. At first you will find that you cannot get very far, but you will improve with practice. You should try in your rooms on a stool, or a Liddell and Scott, if you are a classical man, with a walking-stick in your hands. In coming forward, open your legs out laterally (keeping your feet firm on the stretcher), and press your stomach down between your legs.

Remember this : keep your back straight, shoulders back, head up, and stomach down. Look straight in front of you at some object about level with your eyes ; —so much for your body, legs, and head. Now hold your oar as before, at arm's-length, with arms quite stiff, having the blade resting flat on the water. Now you are forward and ready to begin when the Tubber says " Paddle."

Before going further, one word about the swing forward. Remember to swing *straight*. Nothing spoils a man's rowing, or the rowing of a whole boat, so much as swinging in or out of the boat—that is, to the right or left. So when you bring your body forward, let it come straight between your legs. You will probably find a tendency to swing over towards your rowlock. This arises, in most cases, from an endeavour to swing out further than you really can ; so if you are told that you are swinging into the boat, do not swing quite so far, and try to swing more on to your outside knee.

Now, you very likely may want to know what is the

object of putting yourself in this singularly uncomfortable attitude. The explanation is this: you are now, as it were, wound up—at a second's notice you can put all your power on the boat, whereas if you were at all loose anywhere you would take time to tighten yourself up before the propulsion began.

Now the Tubber says "Paddle," or "Row," and you begin your stroke. If you had all these directions repeated to you every stroke, and had a quarter of an hour for each stroke, you would soon be able to carry them out, but the difficulty is to do it at even as slow a stroke as you row in tub.—N.B. In a tub take plenty of time over each motion, and row as slow a stroke as you like.

The stroke begins. This, notice, is one of the most cardinal rules of rowing. *Do all your work at the beginning of the stroke.* You will see the reason as we go on. You remember that when "forward" your oar was flat on the water; put it in with the blade quite square—that is, at right angles to the plane of the water. All the work must be done at the beginning of the stroke, and it must be all done by the shoulders, body, and legs, *not* with the arms. The latter are only to be kept stiff, and used as connecting-rods. This may seem strange, and you always see beginners lugging with their arms, especially if they are strong in those limbs. But unless they get out of it, it ruins their rowing. The explanation is that, first, no man can pull over a long course with his arms alone; or if he does, he will do very little work long before the end; second, you cannot do nearly so much work that way as you can by using your back and legs. A weak man who rows properly will soon pull a strong man, who rows merely with his arms, into the bank.

Therefore, having put your oar in square, simul-



taneously throw your head and shoulders back sharply, so that, but for the resistance of the oar in the water, you would go off the seat backwards. At the same time kick off from the stretcher, using all the force you can with your legs. Remember to keep in the stiff position you were in at the beginning of the stroke. Keep your blade in the water just covered up, but do not let any of the round part get under water. A very common fault with beginners is what is called "digging"—*i.e.*, letting the oar sink very deep in the water at the beginning of the stroke. This does no good, is extra labour, and spoils your finish.

We will suppose now that, by the sharp throwing back of your head and shoulders, and by the vigorous kick off from the stretcher, you have got a good "beginning," which is most important, more especially when you come to row in an eight. It is indispensable in a light ship. The reason is obvious. If you don't get work on the boat then, the sharp beginning of the other men will have taken the boat past the water that you are engaged upon, and you have nothing left to pull against. Moreover, in this position you can exert far more force than you can afterwards. Very well; now extend this beginning and work with your legs, rigid body and arms, until you get to a certain angle. Then you will find that your arms must begin to bend, but endeavour always to keep them rigid as long as possible. If you glance at the blade of your oar, you will see that it is almost exactly opposite your rowlock or rigger. Now for a change. Keep your body straight, and continue your swing back until you have got a little past the perpendicular; but from the time that your arms begin to bend do no more work with body, legs, or arms, but let the impetus, already created, bring your oar in to your chest, the blade

being still covered. A simple figure may perhaps illustrate this :—

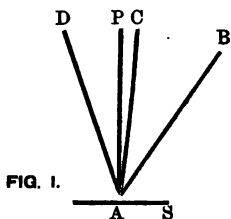


FIG. 1.

A P is the perpendicular.

A B is the angle of the body with the seat when "forward."

A C the angle of the body when the arms begin to bend and work ceases.

A D the angle of the body at the finish.

It may seem, at first sight, a waste of power not to do any work after the arms begin to bend, but this is not the case. All the work that could be done at that stage would be a jerk with the arms, the result of which, in propulsion, would be almost inappreciable; while, on the other hand, it is very tiring and detrimental to the wind, as well as spoiling the finish, as will presently be seen.

While the body is describing the arc from C to D (*vide* illustration), take off the strain of work, swing back to D, and let your hands come up quietly on to your chest at such a height that the blade is just covered in the water. Be careful to sit up well at the finish (pulling with your toes at the strap will help you in this), and the higher you bring in your hands, consistent with the blade being only just covered, the easier you will find your finish.

Having finished the stroke, before we plunge into directions for the "finish" and "recovery," let us say a few words about the blade of the oar. Many beginners, and others, too, who should know better, let the blade of the oar describe an arc in the water, and the handle of their oar a corresponding arc in the air, as they swing back. This is carefully to be avoided, as it leads to catching crabs, digging, feathering under

water, and a host of other faults ; so be careful that the handle of your oar comes straight from its position when you begin the stroke to the point on your chest where you ought to finish. This, with care, will prevent your falling into the above-mentioned faults, and will give you a clean even stroke.

Now for the Finish and Recovery, without doubt the hardest things to learn in rowing, and certainly the most important. You will have to stay some time at the angle D A S (*vide* fig.) while the directions are going on. When you are letting your hands come up to your chest, point your elbows down to the bottom of the boat and let them come in close to your sides, touching, in fact, your sweater. This you will find difficult, but it is essential to a really good and easy finish. Think of it, and it will come right in time.

See now in what position you ought to be at the instant of finishing your stroke. Your back should be straight, shoulders back, head up, chest out, the handle of your oar up on your chest, with your hands just touching your sweater, and the blade of the oar just covered up in the water. You have now to execute a difficult complex motion, which must be machine-like and instantaneous. This consists in getting your oar out of the water cleanly, and getting your hands away. Try it slowly at first, the rapidity will come afterwards. First drop your wrists, as they are, a few inches, so as to bring your blade *square* out of the water. Never turn your oar for the feather before it is clear out of the water. If you do, you will "feather under water," the ruin of many an otherwise good oar, and a fault which has lost a 'Varsity boat race before now. In fact, the two most important things to learn at the first are, (1) to swing straight, and (2) not to

feather under water. The effect is not noticed so much in a tub, because it is easier to avoid—the pace of the boat is less, the stroke slower, and the boat steadier ; but in an Eight, and particularly in a light ship, it is a fearful fault. Therefore, be sure to get your blade out square before you turn it to feather. It is a good plan not to feather at all at first until you have some experience and command over your oar. You will find that the effect of the work of your oar in the water leaves a little chasm, as it were, at the back of your blade ; so if you can get it out square it does not retard the pace of the boat, whereas feathering under water holds the boat up and almost stops it.

Suppose now that you have got your blade out square by dropping your hands and wrists together, holding the oar at the same time firmly, then keep your body still, and turn your wrists slightly, bringing your knuckles up a little. This will make the blade almost (not quite) parallel to the plane of the water. At the same time shoot your arms out until they are quite straight, and do this *before* you begin to swing your body. This is called “getting your hands away.” You can now see how hard it is to get your hands away with a shoot the moment they touch your chest at the finish of the stroke, at the same time to take care not to turn your blade before it is clear of the water, and to remember also to feather. This will all come by practice ; do not mind the other things so much, but pay special attention to not feathering under water. You can acquire the other parts of the finish after, but if you once get into the habit of feathering under water you will find the greatest difficulty in getting out of it.

You are now in almost the same position that you were when you first took your oar ; but as you only

had to swing half the way forward, a few more directions may be profitable.

When you have shot your hands out, and got your arms straight, begin the swing forward—but not till then. Swing well from the hips, keeping your back straight, stomach down, chest out, head up, and arms rigid. When your blade is about opposite the rowlock, let your wrists come up so that the blade may be square when you want to begin the next stroke. This is called “coming off the feather.” Do not press too much on the handle of the oar, or you will cause the blade to go up in the air (“skying” is the technical term). If you do this, when you want to begin the stroke you will find that it takes you some time to get the blade into the water; it will make you late, and also cause you to “chop” in, and probably “dig.” Swing forward as slowly as you like, keeping your feet firmly pressed against the stretcher. This will help you to swing steadily, and to regulate the pace. Continue to swing until either you feel that going farther would entail your letting your back go or your swinging into the boat—*i.e.*, towards the rowlock. Now you are again forward; but do not pause, or your Tubber will tell you that you are “hanging,” but begin the next stroke at once according to directions on page 12.

These directions have been given you on the supposition that you are rowing stroke. They apply equally to bow; but, in addition, bow must mind to keep time. This is much harder than you would suppose, but it is most essential to good rowing. Keep your eyes fixed on stroke's right shoulder, and do everything at the same time that he does. Swing your body at the same pace, get your work on with him, finish at the same time, and get your hands away with him. This is called being “together,” without which

no boat can be really good. You will find that this requires care and attention, but the result will well repay you. Before leaving the subject of the "tub," remember always to use your head—*i.e.*, think over what you are told, and try to discover the reason of it. You will find it improves your rowing, and will be useful when you have to teach others.

When you have been practising every day in a tub, for about a fortnight or so, if you show signs of improvement, and are keen, you will probably be put into a four or an eight. Here you will find a great difference. Though you will row a slow stroke, it will be faster than you have been accustomed to in the tub, and the boat will be much more unsteady. Follow the same directions that you received in the tub, but pay especial attention to a few points:—1. If you find the boat rolling, you must help to keep it steady, therefore swing very steadily, regulating your body by the pressure of your feet on the stretcher. 2. Watch the man in front of you; swing with him, and get in with him. 3. Get your work on well at the beginning. 4. Don't "lug" at the finish. 5. Don't dig. 6. Don't feather under water. 7. When you have got your blade out clean, then get your arms straight and stiff at once, keeping the body back till they are rigid. 8. Cover your blade up at once, and keep it well covered (but no more) all through the stroke. As you swing forward (and mind you swing straight), keep the button of your oar firmly against the rigger, and keep a firm hold with your outside hand. You will find, if you do this, that you have a much greater command over the boat. Again, if you find that the boat is down on your side (*i.e.*, your rigger nearer the water than the riggers on the other side), raise the handle of your oar slightly as you swing forward. This will

take some pressure off your rigger, and will help the boat to right itself. This raising of the handle is, of course, practically identical with feathering a little lower. Similarly, if the boat is *up* on your side, bear a little on the handle of your oar as you swing forward.

If you have a wind behind you (*i.e.*, travelling in the same direction as the boat), you must take care it does not make you "bucket." The force of the wind, which travels faster than the boat, acting on the blade of your oar when on the feather, will have a tendency to make you rush forward, arms and body together. This must be checked by pressure on the stretcher. When you are rowing against a wind, you will find that the force of the wind on the blade of your oar when it is turned off the feather, prior to getting in, is very considerable, and makes you slow in getting your hands out, and also short in the swing. Therefore, keep your blade on the feather longer, and use more strength with the extensor muscles of your arms before you swing forward, and be careful to swing out well. If you are in the first four (*i.e.*, bow, 2, 3, or 4), when the cox. shouts, "Paddle on, first four," be always smart in beginning, because if you do it at once you will probably save yourself a good deal of labour, and the cox. a good deal of anxiety. Similarly, if the cox. shouts, "Paddle on, two and four," or "Bow and three." When the cox. shouts, "Hold her up," put your oar at once in sideways (not with a square blade). If only a few men in the boat hold her up, it is too much of a strain on the oars, and they will very likely get sprung. Above all things, listen to the coach, and remember that it is the worst form possible to argue with him; nevertheless, if your oar, or stretcher, or rigger is out of order, tell him at once, and he will perhaps be able to help you to remedy it.

## SLIDE ROWING.

BY the time you come to be fit to row on slides you will know a good deal about the ordinary rules of rowing. And now for a piece of advice before we go further. Don't be in a hurry to row on a slide by yourself. Many Freshmen, if they can get an off-day, or are idle enough to go in the morning, hire a whiff with a sliding seat, and paddle along to their own contentment, but to the detriment of their rowing and the amusement of spectators. If you want to learn to row on slides, and are not good enough to row in a first-division boat, get some one to come with you, and give you a few hints. It is hoped that to such people the following few directions may be of service:—

First, get your stretcher the right length—*i.e.*, so that when sitting well on your slide, with the slide back, you can just get your legs straight. Bring your slide up; now you are ready to begin.

Now you have to keep your slide where it is until you have got your head and shoulders, and the upper part of your body, well back. In fact, you must go as far back as you would on a fixed seat before letting your arms bend. To do this, you must throw your head and shoulders back very sharply, get a good hold



of the water, and use your legs well—at the same time not letting your slide move. This is called “holding your slide,” and is hard of accomplishment; but patience and time will do it.

You were left almost at the perpendicular, with your slide held well up and your arms just *going* to bend. Don't let them bend, keep them stiff, and now don't let your slide *slip* back, but use the power of your legs, which are still bent, and *kick* your slide back. Take care that this does not jerk your shoulders forward. To avoid that, you must continue the swing, keeping your back straight and shoulders back. Of course, at a certain angle your arms must bend; then let the oar come easily up on to your chest, and finish as on a fixed seat. So much for that part of the stroke.

Now get your blade out clean, and get your hands away sharply, keeping your body as it was. Keep your slide right back, and begin the swing. Swing slowly and steadily until you are about two-thirds forward (this is, perhaps, the hardest thing to do); continue the swing, and then, but not till then, let the slide come slowly and uniformly up while you complete your swing. Don't bump the slide up against the stop when you are forward: let it remain about half an inch off, and be careful to *swing* your slide up. Don't pull it up by your straps—the latter are only meant to keep your feet steady on the stretcher and to help you in the recovery. That is just an outline of what you ought to do, experience will fill in the details. See that you swing well. Some men keep their bodies at the same angle all the time, and simply slide up and down. You will find at first that you have a tendency to dig and sky, and, in short, to fall into all the old fixed-seat faults, but when you get a bit at home on the slide you will be all right again. In

rowing in a light ship, use all the watermanship that you possess, and acquire any more that you can. Do everything with the man in front of you—swing, slide, and get your hands away with him. Do all in your power to keep the boat steady. Even one man can do a great deal. Be careful not to let the boat run away with you. In making the beginning use your weight, and keep it on as long as possible. If you do these things you will be a useful man.



## COXING.

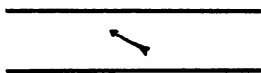


**T**HOUGH coxing does not require so much physical exertion as rowing, it requires more mental effort, and is indubitably more anxious work. The Cam is so narrow, and the corners so numerous and sharp, that a cox. must always keep his attention up. Moreover, a cox. can often gain or lose half a length at a corner and sometimes much more; and a man who shouts the time well and accurately is of great service to a boat.

Most clubs, when they appoint a Freshman to steer for the first time, put a cox. of some experience behind him for a few days to instruct him. This ought certainly to be done, as it is positively cruel to put a man who has probably never seen an eight before to steer one, especially in the October term, when the river is so crowded; besides, it is not fair on other boats. You will find two pieces of wood with the lines tied round them; grasp these firmly in your hands, and have them put so that they are behind you, and so that you can pull them easily. It is a good plan to put the end of the lines under your feet. When your boat is pushed out, shout out, "Paddle on, first four;" and, *N.B.*, always shout as loud as you can, for you must remember that the men in the bows are

a long way off, and it is hard to hear there. In steering, you pull the string on the side to which you want to go; therefore, as you have to keep to the right bank, pull your right string, and that pretty hard. You will find that this will in a short time bring your boat with the nose pointing across the river, thus:—

FIG. 2.



Do not let the nose get too near the other bank, but begin to pull the other string, which will bring the nose out and the stern in, and leave your boat parallel with the bank. You may take it as a general rule (except when there is a strong wind, or when you are at a corner), that if you put on the rudder one way, you will always want to put it on a little the other way to get the boat straight.

Now for the first important rule:—“*Always get your boat straight before you start the men to row*”—*i.e.*, have the nose pointing in the direction you intend taking, so that you will not have to put the rudder on for the first few strokes. If you cannot effect this with the rudder alone, shout out, “Touch her, bow and three,” or, “Touch her, two and four,” as the case may require; this will do what you want. When the boat is straight, the coach from the bank will shout out, “Get on, cox,” whereupon you call out, “Get ready, all.” This is for the men to get their scarves off, etc. Give them plenty of time, and then shout, “Forward, all.” When you see by the oars that all the men are forward, shout out, “Are you ready?” and if there is no answer, “Paddle,” or “Row,” as the coach may direct.

Now you will have to look out for yourself. *At first*, do not be frightened of pulling the strings too hard, and remember to keep your side.

The rule of the river is this :—A boat keeps to the right bank going down stream until it comes to the red grind at Ditton, then you cross over (taking care not to obstruct any boat coming up) and keep to the left bank until you are well round Grassy, then cross over to the ditch on the right bank, and keep to the right bank all the rest of the way.

Similarly, in coming up stream, keep to the right bank till you come nearly to Grassy, then cross over and skirt the bank; keep to the left bank till you come to Ditton, there cross over, skirt the corner, and keep to the right bank all the way up.

All boats going down are supposed to give way to boats coming up—*i.e.*, to easy and pull in their oars when there is not room to pass; but if there is plenty of room there is no need to do so, except on the following occasions :—1. You must *always* easy for the 'Varsity trials in the October term, also for the fours practising for the 'Varsity fours. In the Lent term for the 'Varsity, and for boats doing a course below the railway bridge before the races; in the May term you must easy for boats doing a course, and it is considered courteous to easy for any eight coming up stream.

To return. You will find the boat very hard to steer at first; it is so long compared to its breadth that it requires a good deal of rudder to guide it. You must keep a good look-out ahead, and don't be afraid to stop the boat if you are in a difficulty. The way to stop a boat is this :—When the men have *just* dipped their oars in the water and got their work on, shout, "Easy," dwelling if you like on the E; the men then row the stroke in and cease rowing. You must

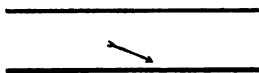
take care to easy some distance from where you want to stop, because there is considerable pace on the boat when you easy. If you find that you have eased too late, and are running into anything, you must shout out, "Hold her up;" the men then put their oars into the water sideways, which stops the boat almost at once. If you want to pass a boat, you must go out into the stream to do so, but it is not usual to pass an eight unless you are called to do so. If you see that the men's oars will come into contact with the bank or a boat, shout out, "Mind your oars, bow side," or as the case may require.

You must keep your ears open and listen to what the coach says, or you will not be able to hear him shout, "Easy, cox.," which he does when he wants you to stop; or "Row" or "Paddle," when he wants the men to do the one or the other; for you must remember that he gives those directions to *you*, and you have to communicate them to the crew. When you have got down to Baitsbite, or wherever the coach thinks fit to stop, you will have to turn the boat. The coach shouts, "Easy, cox., and turn." You then shout "Easy," wait a second or two, and then, "Hold her up, stroke and six." This will bring the boat across the river. Then you shout out, "Paddle on, bow and three—Easy, stroke and six." By alternating this process, you will at length get safely round. Make the men who are not paddling or backing keep the boat steady for those who are, by holding on to their oars. If you shout, "Keep her level," they will do this.

You must keep a sharp look-out not to let the nose or the rudder come into contact with the bank; it is better to keep the rudder at right angles when turning. Now the crew want to get out, so you must bring the boat in. Make the first four paddle on a

little, and direct the nose towards the bank at a gentle angle thus:—

FIG. 3.



Then easy the first four, pull your outside string, and shout, "Hold her up, stroke and six;" this will bring the stern into the bank. Jump out yourself, having fastened your lines to something in the boat, and hold on to one of the riggers (five's is the best), and shout, "Get out, bow." When he is out, "two," "three," and so on. Now you are answerable for the boat till the men get in again, so you had better get a good stick and fasten it through a rigger into the ground. If you can't find a stick, you must fix it with an oar; but the coach or somebody will show you how to do that.

When the men get in again you must hold the boat, and get them in in order—bow, two, three, and so on.

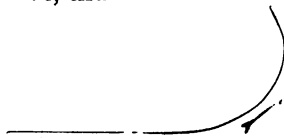
We will now suppose that you have had a few days' practice, and have acquired the art of keeping out of the bank and avoiding collisions with other boats. We will therefore go on to consider steering from a rather more scientific point of view. Always, if possible, put on the necessary rudder *between the strokes*—*i.e.*, keep the lines just taut in your hands, and as soon as the oars are out of the water put on the rudder—not with a jerk, but gradually and firmly; keep it on until the men are just going to put their oars in again, and then let it off. In going round corners, it is a good plan to keep just a little rudder on while the oars are in the water, and put it on more strongly between the strokes. Never, if you can help it, put on a rudder for the first few strokes. Get your boat straight, and start fairly. If rudder is put on before the ship is well started, it is apt to make her roll. If

the boat does not trim when you are going to start, shout, "Hands up, stroke side," or bow side, as the case may require. You can also do this, if necessary, when the men are rowing.

We will now suppose that your boat is going to do a course from bridge to bridge. You should get a chart of the Cam, and you will then be able to trace the course of the stream.

When you start from the little bridge, get your boat fairly well out into the stream. You will then see that in first-post reach there is a very considerable bay, and if you keep close under the right bank all up the reach you will lose the best part of a length. Therefore, shape a straight course with your eye and follow it, for you will find it will take you into the middle of the stream or possibly a little beyond it. When you come to first-post corner, keep pretty well out in the stream, and prepare to take the corner by getting the nose in towards the bank and the stern out; then put on the rudder between the strokes and come round as closely as you safely can. Keep along by the right bank until you get almost to the end of the Gut; then begin to come across to take Grassy. There used to be a small bush which was a good land-mark, but you must be guided a great deal by the state of the wind and stream. Don't be in too much of a hurry to come across. If you do, you will get in too close, have to steer out, and so spoil your corner. Don't aim at skirting the first part of the corner, but let your boat form a tangent touching the middle of the curve, thus:—

FIG. 4.





You must take care not to let the stream, if it is strong, or the wind, catch the nose, and always think where the stern will come, taking care that stroke's oar does not touch the bank as you swing round. Again, don't take your rudder off too soon—Grassy is a longer corner than it looks; so see that you are well round before you take the rudder quite off. Now keep along the left bank, but edge away over towards Ditton, and arrive there fairly well out. Ditton is perhaps the hardest corner of all, because you can't see over it as you can at Grassy. It is not so sharp as the latter, but is longer and more deceptive. Again, don't come round too sharply. Get your boat into good position, and keep out a good time; but when you do come in, do so decidedly. In the first part of the long reach there is a considerable bay on the right side. Avoid this, and keep a straight course until you are nearly up to the railway bridge; then edge out towards the left bank, and (if you are going on to the Ivy Cottage) come across to the left bank to take the curve on the other side.

You will learn by experience, and by experience only, to allow for wind and stream. So much for steering. Now as to shouting the time. It may be laid down as a general statement, that a cox. can't shout too much. At the same time, there are two things to be avoided. One is, shouting at the same time as the coach (the result being that neither can be heard); and the other, shouting the time wrong. You may think, *e.g.*, that 3 is late, whereas, really, it is 5 that is hurrying; or that 4 and 2 are hurrying because 6 is late; but when you are sure where the fault lies, let them have it strong. Keep an eye on 7's oar. It is a hard place to keep time at, and wants all the help that can be given. You can also shout when a

man is feathering under water, skying, or rowing light, at the finish, or when the boat is down on one side : those things can be seen often better by a cox. than a coach. Also, notice if the men are swinging straight, and, if not, tell the coach when you get out. It is a fault not easy to detect from the bank. You will now see that there is plenty to take up your attention ; but remember that a good cox. may be of infinite service to his boat, and may gain them more than one length in a race.



## COACHING.



A man is often put (say at the beginning of his second year) to tub and coach when he can row pretty well himself, but has not thought much on the subject. Then, when he sees two awkward freshmen in front of him, who do everything wrong, he does not know where to begin. A few hints are therefore diffidently suggested, which can, of course, be supplemented by the coach's own experience.

(a.) *In the Tub.*—It is a bad plan to put a man stroke or bow and keep him to the same place. Change him about a bit until you see which side he takes to best. In the first instance, teach men to swing stiffly and straight, and from the hips, and *don't let them feather at all*. Never mind if they dig, sky, catch crabs, or anything else. They will get out of those things afterwards; but if once they learn to swing badly, or to feather under water systematically, they will never get out of it. Make them swing out, but not over-reach themselves. Explain to them why they are to do things; intelligent men will then get on twice as fast.

When you have taught a man to swing fairly well, turn your attention to his oar in the water. The greatest difficulty all Freshmen find is digging. Make them bring in the handle straight from the point

where they get in to the point where they ought to finish, and make them do the work with the weight and legs and not with the biceps. Many men bend their arms and hoist the handle up in the air. Next impress upon them the importance of doing their work at the beginning of the stroke, and not in the middle. Tell them to make their arms simply connecting-rods from their shoulders to the oar. Make them do very little work for the first few days, but tell them to give all their attention to their form. Of course it will take a long time to teach them a decent finish, but make them first finish it well out under water, then get the blade out square, and *not feather at all* until they can master the other more essential parts. They can hardly row too slow a stroke at first. These are the most essential points in a tub, and, we think, in the best order.

( $\beta$ .) *Eight-Coaching*.—When you come to run or ride with an eight for the first time, you will be bewildered, and not know at first where to begin. Take a good look at every man before you commence shouting, and then slang the fundamental faults first, such as bad swing, feathering under water, etc. Take a lot of trouble with the time of the swing. To get a boat to swing well together is a great point. You will find it a good plan to make a sort of short mental diagnosis of each man's faults, because faults run one into the other so much that, perhaps, by the cure of one the others will disappear. To take a single instance: a man may appear not to swing far enough back, and to be feathering under water; the reason very likely is that he is lugging at the finish, pulling himself up to his oar, and so getting himself into a position which renders a clean finish impossible. Be very much down on feathering under water, and if the

culprit does not improve, tell him not to feather at all for a bit, until he can get his blade out square. Do not let your crew paddle sluggishly. Tell stroke to set a sharp beginning, and see that he is well backed up. When the men are paddling at a slow stroke, make them get their hands away very sharply, and all together, each with the man in front of him. If the crew are slow with their hands, they will begin to bucket as soon as they are wanted to row a quick stroke. It sometimes answers to start a boat at paddling, then, as soon as they are steady, make them row for a dozen strokes or so, then drop them down to paddling, taking care that they do not hurry the bodies when they row, and that they keep the beginning lively when they paddle.

Don't neglect the cox., especially if he is new to his business. Give him advice when needful, and make him shout the time well. At the "Easies," explain to the men how to correct the faults you told them of when they were paddling—explanation is better than abuse. When you are doing a long piece of rowing, or a course, look out for men "sugaring." It is a very hard thing to judge of a man's work. You must go partly by the appearance of his body, but chiefly by his oar in the water. You must be careful to take into consideration whether a man rows light or deep. In the former case there may be a great appearance of white water, but not much real work; in the latter, the water may seem almost still, and yet there may be honest work. A not bad test is the hole a man leaves behind his oar; but experience alone can make you a judge on this point. Finally, one word about manner. Try and combine the *suaviter in modo* with the *fortiter in re*. Don't humbug, but be pleasant; be down on a man if he is casual, but encourage one

who really tries. Nothing can be worse, or more ungentlemanly, than to swear in coaching. There is no reason that because a man is in a boat you should use language to him that you would not if both of you were on the bank. It only irritates and disgusts, and does no good.



## A P P E N D I X .



- Forward.** The position taken by a man before beginning the stroke.
- Easy.** Stop rowing. It is shouted by the cox. at the beginning of a stroke. That stroke is then rowed out and rowing ceases.
- Hold her up.** Said in order to stop a boat at once, and to avoid being carried on by the pace already generated.
- Outside hand.** The one remote from the rowlock.
- Inside hand.** The one nearest the rowlock.
- Mind your oar.** Shouted by a cox. when there is danger of the oar knocking against something. The way to do it is to pull your oar in towards you, not to lift it out of the rowlock.
- Paddle.** When you are told to paddle, get just as sharp a beginning as when rowing, but do not hold it through in the same way.

- Sugaring.** A man is said to sugar when he does not do his fair share of work.
- Bucketing.** Coming forward with the body at a rapid rate before straightening the arms.
- Skying.** Putting too much pressure on the handle of the oar when forward, and thereby causing the blade to go up in the air at the end of the feather.
- Cocking the oar.** Much the same as skying ; it generally results from not coming off the feather soon enough.
- Digging.** Rowing the blade too deep.
- Feathering under water.** Turning the blade on to the feather before it is out of the water.
- Swinging into the boat.** Inclining your body, when swinging, towards the side on which your rowlock is, either in the swing forward or back.
- Swinging out of the boat.** The exact opposite of swinging into the boat.
- Following your oar.** Bringing your outside shoulder too much round (when forward) and swing-slightly into the boat.
- Over-reaching.** Letting your shoulders drop forward, and your back "give" when you are forward, in attempting to get a longer stroke.



**Lying back.**

Going too far back at the finish. It is a question at what point the swing back should cease. Oxford men swing back further than Cambridge men do. However, uniformity in swing is the main point, so you must do as the man in front of you.

**Screwing.**

Swinging out of the boat at the finish.

**Rowing light at the finish.**

Letting the blade come out of the water before the stroke is finished.

**Catching a crab.**

The frequent result of feathering under water. If there is much pace on the boat and you turn the blade under water, the resistance offered is so great that unless you lift your oar out of the rigger, it will very likely strain either the oar or the rigger and knock you backwards. When the rowlocks are strung, and one man catches a crab, the cox should "easy" and "hold her up," or the oar will very likely be broken.

**Cutting the finish.**

Bringing the blade out of the water before your hands have come up to your chest, and thereby losing a part of the stroke and rendering the boat unsteady. It is almost as important for a boat to finish together as to get in together.

**Facing down.**

Turning the blade too much over when about to get in.

**Slicing.**

Not turning the blade over enough when you have come off the feather.

**Perpendicular.**

A man is said to be at the perpendicular when his body is at right angles to the seat.

**Button.**

The leathern projection on the oar, made to keep the oar in its place, or to assist in feathering.

**Strung rowlocks.**

In light boats a string is fixed across the top of the rowlock to prevent the oar from flying out, and to assist the men in keeping the boat steady.

**Holding the slide.**

Not letting it go until you are so far back that your arms would bend if you held it any longer.

**Hurrying the slide.**

Bringing the slide up with a rush before you have done most of your swing.







